

High Desert Corridor Draft EIS/EIR Public Hearings

Agenda

- > Registration/Open House (6pm – 6:30pm)
- > Draft EIS/EIR Presentation (6:30pm – 7pm)
- > Public Comment (7pm – 8:30pm)



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Purpose of Today's Hearing

- > Provide a brief summary of the project and its alternatives
- > Draft Environmental Impact Statement/
Environmental Impact Report (Draft EIS/EIR)
- > Summary of next steps
- > Listen to public comments
 - Incorporated into public record
 - Responses in Final EIS/EIR



HDC Project Partner Agencies

- > Metro
- > Caltrans
- > SANBAG
- > HDC Joint Powers Authority (JPA)
- > SCAG
- > Victorville
- > Adelanto
- > Lancaster
- > Palmdale
- > Town of Apple Valley
- > Los Angeles County
- > San Bernardino County



Community Involvement

Outreach Program Summary

- > Maintain 2,300+ project database contacts
- > Scoping Period: Fall 2010, 5 Meetings
- > 22 Community Meetings
- > 31 Elected and City Staff Meetings
- > 9 Corridor Partner Agency Briefings
- > 5 Institutional Stakeholder Briefings (School Districts, NCTC, AVBOT)
- > 6 Interest Group Briefings (WTS, Industry Groups)
- > 8 Regulatory Agency Briefings (JPA, SCAG, Caltrans)
- > 44 Stakeholder Meetings
- > 2 Media briefings
- > 6 web broadcasts of Community Meetings
- > 2 webinars
- > 13 Community Events and Festivals
- > Geo-social Interactive Map
- > Maintain active Facebook, Twitter, and Ustream feeds



Draft EIS/EIR Repositories

Project Websites:

- > dot.ca.gov/dist07/HDC
- > Metro.net/hdc

- > Upon request

Public Copies:

- > Caltrans District 7 Office, Los Angeles
- > Caltrans District 8 Office, San Bernardino
- > Metro-Dorothy Payton Gray Transportation Library, Los Angeles
- > County of Los Angeles Public Library – Lake Los Angeles Library, Palmdale
- > County of Los Angeles Public Library – Littlerock Library, Littlerock
- > County of Los Angeles Public Library – Quartz Hill Library, Quartz Hill
- > County of Los Angeles Public Library – Lancaster Library, Lancaster
- > San Bernardino County Library – Apple Valley Newton T. Bass Branch, Apple Valley

- > San Bernardino County Library – Adelanto Branch, Adelanto
- > San Bernardino County Law Library, Victorville
- > City of Palmdale Public Library, Palmdale
- > City of Victorville Public Library, Victorville
- > Antelope Valley College Library, Lancaster
- > Victor Valley College Library, Victorville
- > City of Palmdale – City Hall, Palmdale
- > City of Lancaster – City Hall, Lancaster
- > City of Adelanto – City Hall, Adelanto,
- > City of Victorville – City Hall, Victorville
- > Town of Apple Valley – Town Hall, Apple Valley



HDC Purpose and Need

- > Address recent and future population growth
- > Increase capacity of east-west transportation facilities
- > Improve travel safety and reliability
- > Improve the regional goods movement network
- > Provide improved access and connectivity to regional transportation facilities, including airports and the existing and future passenger rail systems
- > Contribute to state greenhouse gas reduction goals



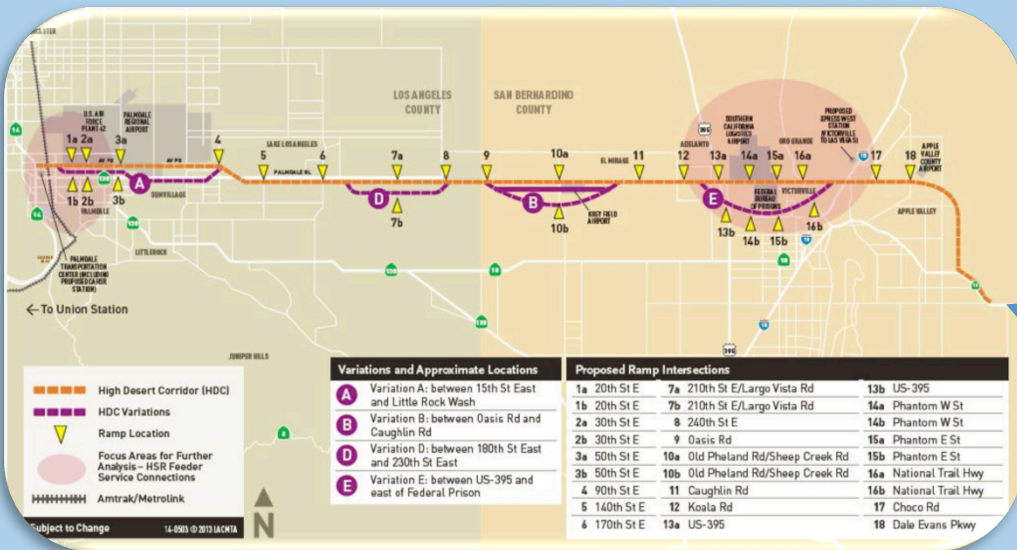
High Desert Corridor Project Map



High Desert Corridor

- Los Angeles and San Bernardino Counties
- 63 mile corridor
- 18 Ramps
- 4 Variations (A, D, B/B1 and E)
- Multipurpose Components
 - Freeway/Expressway
 - Tollroad
 - Green Energy
 - Bikeway
 - High Speed Rail (HSR) Feeder System

HDC Regional and State Connectivity



HDC Multipurpose Components

Freeway/Expressway

- > Creates and improved east-west connection
- > Up to an eight-lane corridor

Tollroad

- > 31 miles between 100th St. East and US-395

Green Energy

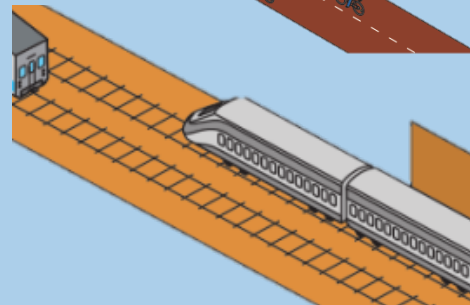
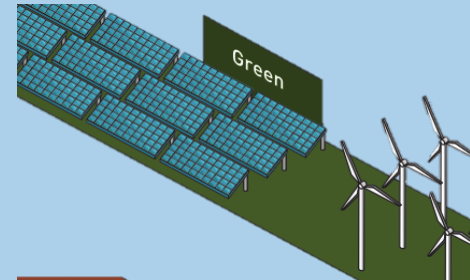
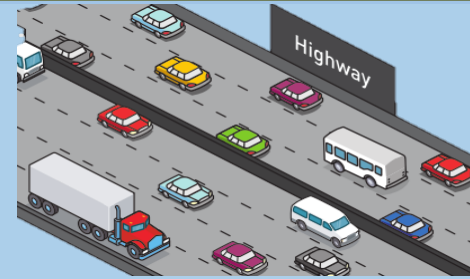
- > Achieve a near net-zero energy corridor

Bikeway

- > Creates a connection to existing bikeways along the HDC

High Speed Rail (HSR) Feeder System

- > Connectivity between California High-Speed Rail with XpressWest
- > Station connections at Palmdale and Victorville



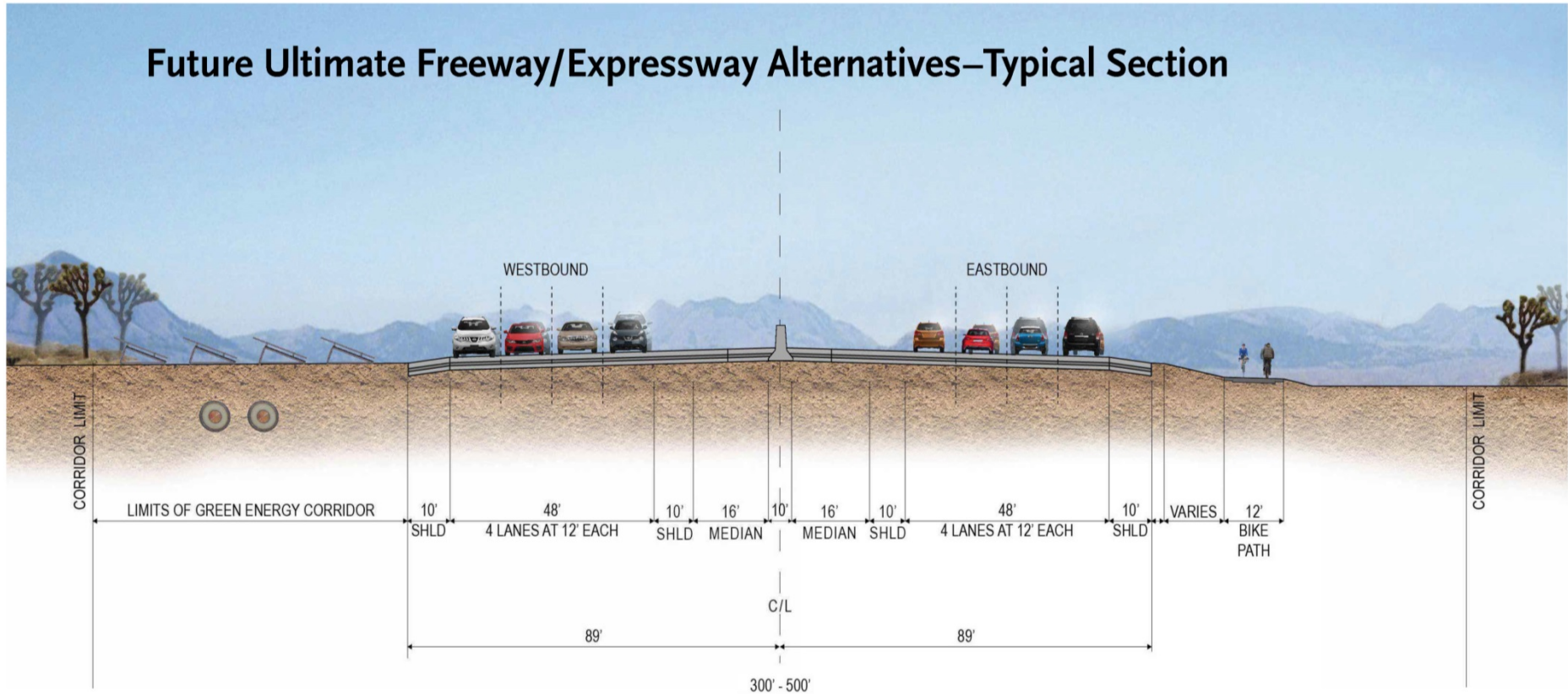
Alternatives Under Study in Draft EIS/EIR

- > No Build Alternative
- > Freeway/Expressway Alternative
 - Avenue P-8, I-15 and SR-18
- > Freeway/Tollway Alternative
 - Avenue P-8, I-15 and SR-18
- > Freeway/Expressway Alternative with High Speed Rail Feeder Service
- > Freeway/Tollway Alternative with High Speed Rail Feeder Service



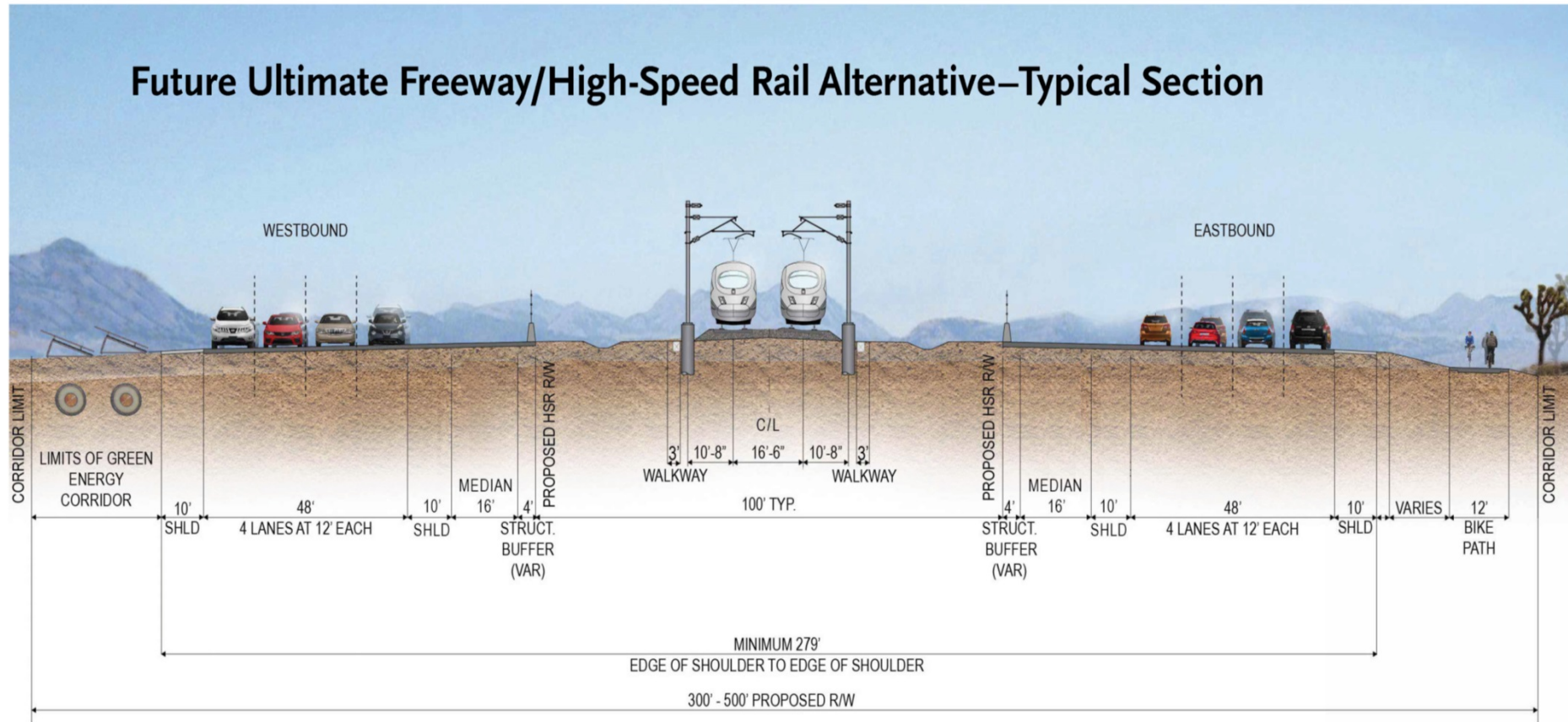
Freeway/Expressway Alternative & Freeway/Tollway Alternative

Future Ultimate Freeway/Expressway Alternatives—Typical Section



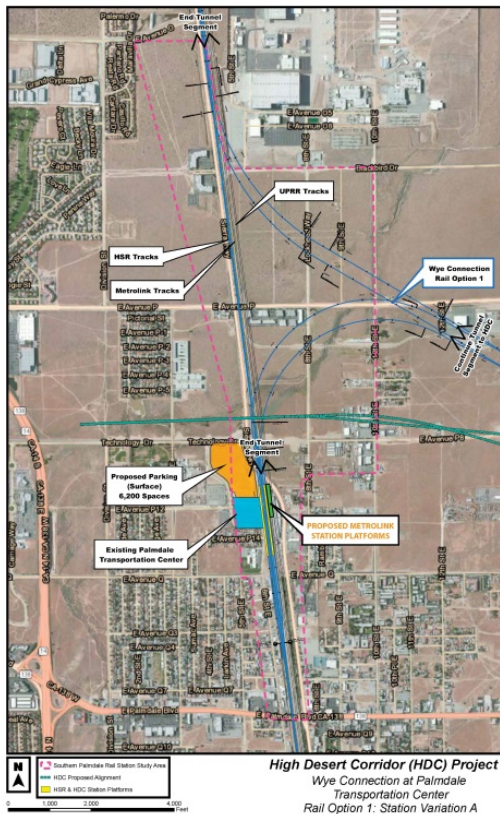
Freeway/Expressway with HSR Feeder Service & Freeway/Tollway with HSR Feeder Service

Future Ultimate Freeway/High-Speed Rail Alternative—Typical Section



Freeway/Expressway with HSR Feeder Service & Freeway/Tollway with HSR Feeder Service

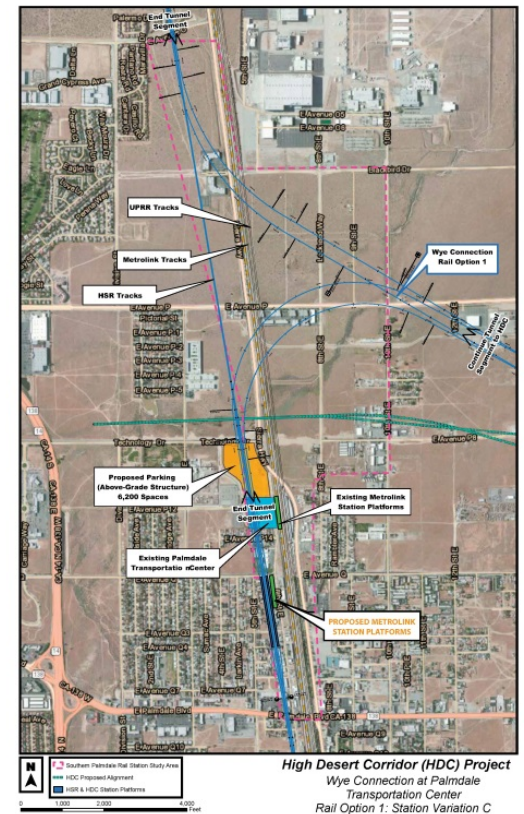
PTC 1A



PTC 1B

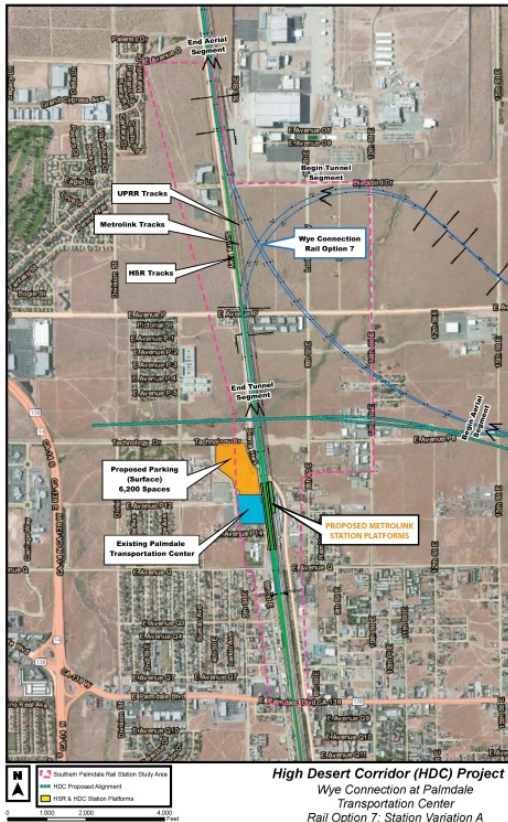


PTC 1C



Freeway/Expressway with HSR Feeder Service & Freeway/Tollway with HSR Feeder Service

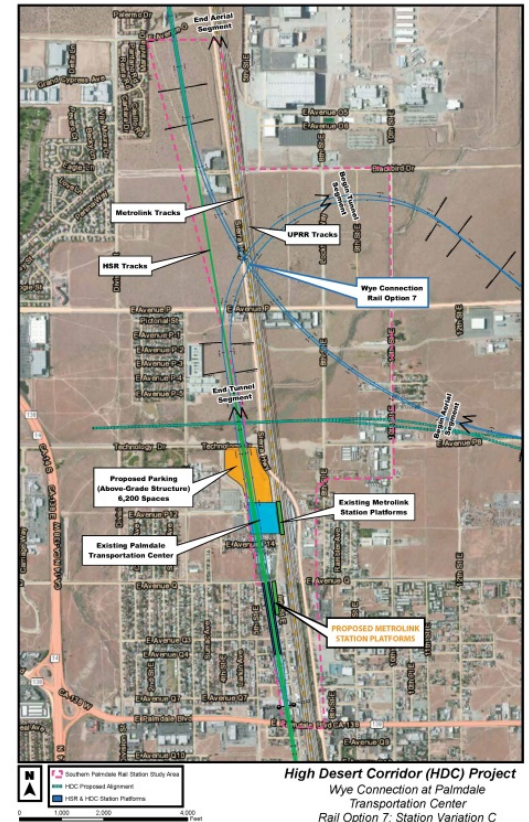
PTC 7A



PTC 7B

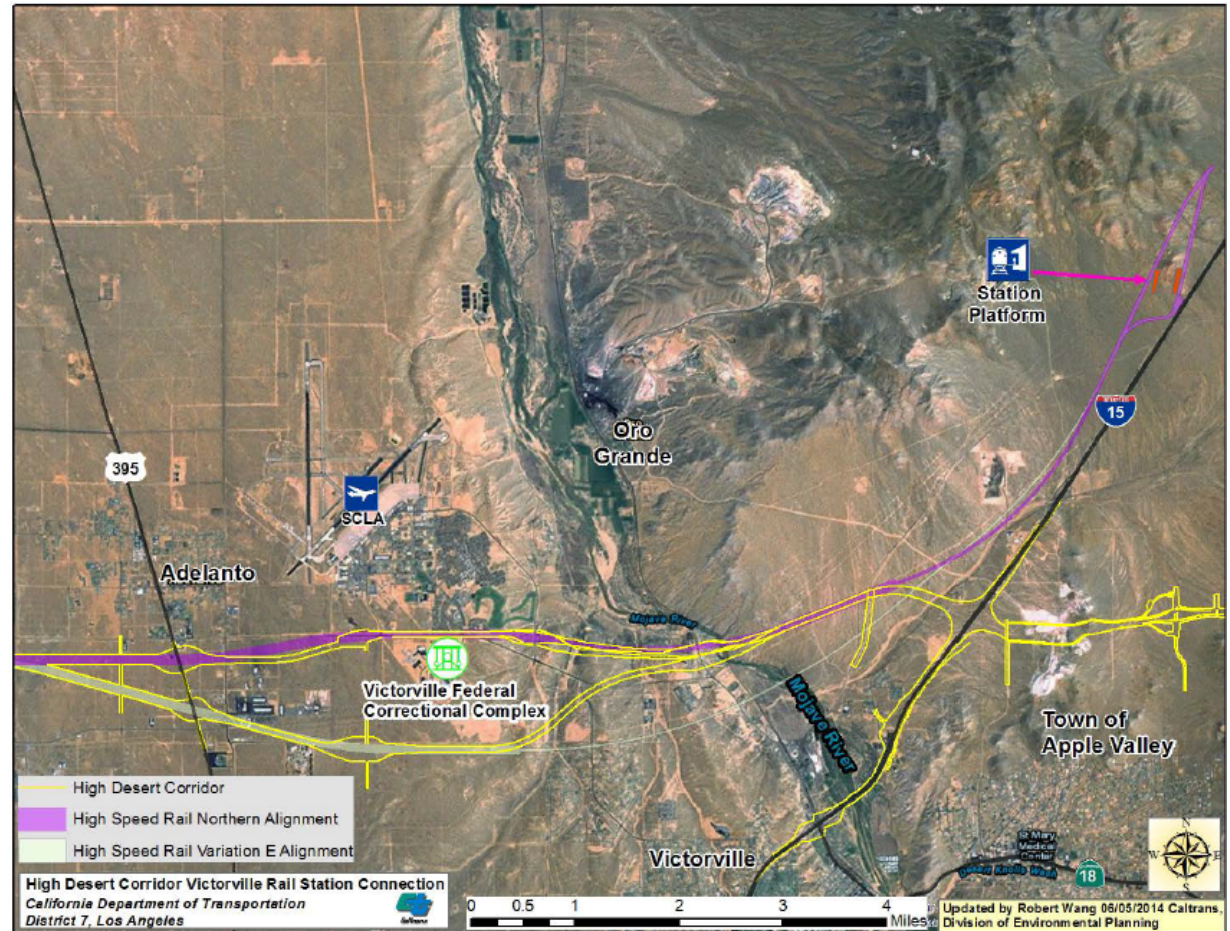


PTC 7C



Freeway/Expressway with HSR Feeder Service & Freeway/Tollway with HSR Feeder Service

XpressWest Connection



Draft EIS/EIR: Financial Analysis

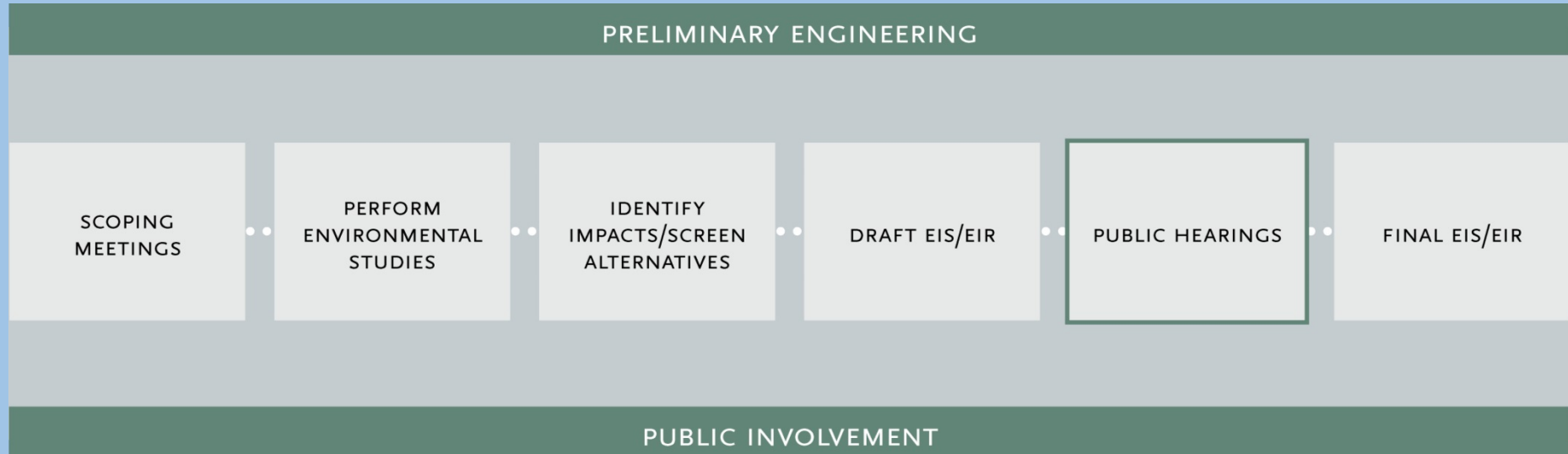
Funding Sources

- > State Regional Transportation Improvement Program, \$15.5M
- > Measure R, \$30M

High Desert Corridor Projected Costs

HDC Alternatives	No Build	Freeway/ Expressway	Freeway/ Tollway	Freeway/ Expressway with Rail	Freeway/ Tollway with Rail
Total Cost (billions)	0	3.595	3.618	6.222-8.119	6.245-8.142

EIS/EIR Process and HDC Status



Purpose of the Draft EIS/EIR

- > Inform decision makers and the public of potential environmental impacts
- > Evaluate performance of the alternatives
- > Evaluate adverse & beneficial impacts of the alternatives
 - Temporary effects/impacts during construction
 - Ongoing effects/impacts during operation
- > Draft EIS/EIR provides locations and other details of potential effects/impacts
- > Identifies potential mitigations for adverse effects/impacts



Environmental Coordination

Cooperating Agencies

- > Federal Railroad Administration
- > Federal Aviation Administration, Western Region
- > U.S. Environmental Protection Agency, Region IX
- > U.S. Army Corps of Engineers
- > Advisory Council on Historic Preservation
- > Federal Bureau of Prisons

Responsible Agencies

- > Ca Dept. of Fish and Wildlife
- > Ca Public Utilities Commission
- > Ca Transportation Commission



Areas of Environmental Analysis

- > Traffic & Transportation
- > Visual & Aesthetics
- > Air Quality
- > Cultural & Historic Resources
- > Paleontology
- > Hazardous Materials
- > Construction Impacts
- > Water Quality & Storm Water Runoff
- > Biological Resources & Natural Communities
- > Noise & Vibration
- > Energy Use
- > Section 4(f) Properties (Parks, etc.)
- > Hydrology & Floodplains
- > Climate Change
- > Land Use, Growth & Farmlands
- > Community Impacts
- > Relocations & Environmental Justice
- > Economic & Fiscal Impacts
- > Geology, Soils & Seismic
- > Utilities & Emergency Services
- > Growth Inducing Impacts



Draft EIS/EIR Key Impacts

- > Land Use and Growth
- > Relocations
- > Traffic
- > Visual/Aesthetics
- > Biological Resources



Land Use/Growth/Community Impacts

Land Use

- > Generally consistent with Land Use Plans

Growth

- > Not expected to attract new growth beyond what is currently predicted, but location of growth will shift
- > Improve jobs/housing balance



Relocations

ALIGNMENT/VARIATIONS	Freeway/Expressway and Freeway/Tollway Alternatives		Freeway/Expressway and Freeway/Tollway with HSR Alternatives	
	FULL ACQUISITION	PARTIAL ACQUISITION	FULL ACQUISITION	PARTIAL ACQUISITION
Main Alignment/common areas	60	760	55	676
Variation A Main Alignment	11	123	11	95
Variation A*	10	128	n/a	n/a
Variation B Main Alignment	4	71	4	74
Variation B	2	91	2	85
Variation B1	6	82	6	82
Variation D Main Alignment	2	263	3	107
Variation D	5	122	3	107
Variation E Main Alignment**	21	66	16	87
Variation E	8	108	11	124
Palmdale Rail Option #1	n/a	n/a	16	93
Palmdale Rail Option #7	n/a	n/a	25	97
XpressWest Rail connection Main Alignment	n/a	n/a	19	82
XpressWest Rail connection Variation E	n/a	n/a	1	73

*Note: Variation A was not considered a viable option for alternatives with HSR; therefore, no study of affected properties under Variation A was performed.

**Note: There are a number of abandoned military housing properties in this section of the main alignment. These are not included here since they are unoccupied and would not require tenant relocation.

See Appendix I for complete list of potentially affected developed and undeveloped parcels.

Source: Revised High Desert Corridor Draft Relocation Impact Report, 2014.

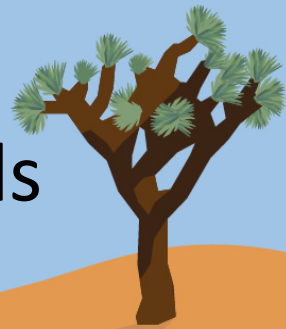
Relocations

Highway only

- > Full acquisition – 82 to 103 parcels
- > Partial acquisition – 1142 to 1350 parcels

Highway + Rail

- > Full acquisition – 99 to 124 parcels
- > Partial acquisition – 1216 to 1266 parcels



Traffic

The traffic study looked at conditions in 2011, 2020 and 2040

Results:

- > Substantial reduction in cross-desert trip time
- > Train trip from Palmdale to Victorville – 30 min
- > Improvement in Level of Service at intersections
- > May sever several north-south running local roads
- > Would increase demand on existing Park and Ride lots
- > Potential increase in traffic near the PTC



Visual/Aesthetics

- > Some increase in urban character of the area
- > Some views will be blocked
- > Impacts reduced by:
 - Using Context-Sensitive design
 - Preserving/replanting with native vegetation
 - Adhering to Dark Sky guidelines
- > Overall visual impact is considered moderate



Biological Resources

We studied the natural communities along the corridor, looking at:

- > Plant communities
- > Threatened and endangered species
- > Wetlands and other water bodies
- > Wildlife movement



Biological Resources

Results:

- > Between 3800 and 4700 acres affected within 38 different plant communities
 - Substantial impacts to creosote bush scrub and Joshua trees
- > Threatened/Endangered species are present
 - Desert tortoise (FE/SE)
 - Least Bell's vireo (FE/SE)
 - Southwestern willow flycatcher (FE/SE)
- > Waters of the US
 - Hwy only – 2.03 to 3.54 acres
 - Hwy + Rail – 4.32 to 4.70 acres
- > Wildlife movement
 - Several areas used for wildlife movement
 - 96 culverts modified to serve as wildlife crossings



Today's Public Hearing

- > Two minutes per speaker
- > Three names called at a time; please line up and be prepared
- > State your name clearly
- > Speak clearly for the court reporter
- > Each comment will be addressed in writing in the Final EIS/EIR
- > There will be no response to comments tonight
- > Please be respectful of all speakers



How to Comment on the Draft EIS/EIR

At the public hearings, submit comments via:

- > Oral testimony
- > Written comment card
- > Electronically at the computer stations

After the public hearing, submit comments via:

- > Written comment card or letter
- > Electronically through the project website

Send letters/written comments to:

- > Ronald Kosinski, Caltrans District 7, Division of Environmental Planning (MS 16A), 100 South Main Street, Ste. 100, Los Angeles, CA 90012

Review the Draft EIS/EIR and submit comments at:

- > <http://www.dot.ca.gov/dist07/HDC>
- > <http://www.metro.net/hdc>

Comments must be received or postmarked no later than December 2, 2014.

Comments provided via Facebook & Twitter will not be considered as official public comments

